

**MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION
RICHMOND, VIRGINIA**

DECEMBER 11, 12, 1923

Book Sheet No. 64-7
 with Waddy Co.

MINUTES OF THE MEETING OF THE STATE HIGHWAY
 COMMISSION HELD AT RICHMOND, VIRGINIA,
 DECEMBER 11th AND 12th, 1923.

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The State Highway Commission, consisting of Messrs. H. G. Shirley, Chairman, Wade H. Massie, Secretary, H. B. Sproul, I. Walke Truxtun, and R. K. Sanders, met at their office in Richmond, Virginia, on the morning of December 11th, 1923.

Mr. J. Sinclair Brown and Mr. Garden appeared before the Commission and requested that the Salem Brick Company be granted a permit to lay a tram track along State Highway No. 10, for a distance of approximately 1800 feet. They stated that the right of way of the highway was sixty feet wide at this point and their tracks would be placed on the marginal edge of this right of way. At the present time they are using trucks to haul clay from their pit to the plant and this was very detrimental to the highway as well as being very expensive. These tracks would require only about six or eight feet.

The minutes of the meeting of October 23rd were then read and it was moved by Mr. Truxtun, seconded by Mr. Sproul, that they be approved. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the construction work from Norton west be closed down until the banks with which the Commission had agreements to advance \$44,500.00 under the Robertson Act had turned this money over to the Commission in accordance with these agreements. Motion carried.

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The Wading Co.

Moved by Mr. Massie, seconded by Mr. Sanders, that the contract for the construction of bridge over Jackson River near Clifton Forge, length 326'6", 22' roadway, Route 14, Project S-189A, be awarded to the low bidder Robert W. Curtis, Lynchburg, Virginia, at his bid of \$56,944.60 setting aside 10% additional to cover the cost of contingencies and engineering, making a total of \$62,694.06 chargeable to this Project. Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that all bids on Project 166-C, Route 13, 2.9 miles west of Manquin to 6.6 miles east of Mechanicsville, be rejected and that local material be investigated with a view of using same so as to reduce the cost of this Project. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the contract for the construction of the Bridge over Chuckatuck Creek near Suffolk, Route 10, Project S-191, be awarded to the low bidder, Battershill and Goods, Virgilina, Virginia, at their bid of \$8,869.40, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$9,756.34 chargeable to this Project. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the contract for the construction of 4.6 miles of grading and drainage 22' and 26' wide, between Appalachia and Kentucky State Line, Route 115, Project S-245, be awarded to V.E. Cornett and Company, Independence, Virginia, who were low bidders on this work, at their bid of \$129,005.66 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$141,906.22

chargeable to this Project. Motion carried.

Exp. Sheet No. 987
and Working Co.

Moved by Mr. Shirley, seconded by Mr. Shirley, that all bids be rejected on Project S-317, Route 12, Chase City to Haydon and that this work be immediately readvertised. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that all bids be rejected on Project S-326, Route 40, Deep Creek-North Carolina Line and the work readvertised. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sproul, that all bids on Project S-327, Route 113, Moorefield-Hamlin be rejected and that this work be immediately readvertised. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the contract for the construction of 2.9 miles of gravel road 22' wide between Manquin and 2.9 miles west, Route 13, Project F-166-A, be awarded to the low bidder, Hagedorn Construction Company, Greensboro, N.C. at their bid of \$47,947.79 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$52,742.56 chargeable to this Project. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sproul, that the contract for the construction of three miles of grading and drainage, 26' and 30' wide, between three miles east of Bedfords and Bedford, Project S-1430, Route 10, be awarded to the low bidder R.H. Langhorne, Evington, Va, at his bid of \$29,876.92, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total chargeable to this Project of \$32,864.61. Motion carried.

Book Sheet No. 147
West Kaddy Co.

Moved by Mr. Sproul, seconded by Mr. Massie, that all bids be rejected on Project F-140, Route 39, West Augusta to Highland County Line, and that the Chairman be authorized to proceed with the work with convict forces, securing a steam shovel for this purpose. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the contract for the construction of .81 miles of concrete road 18' wide, Route 323, Project S-335A, Streets of Victoria, be awarded to the low bidder, Ford and Harvey, Lynchburg, Virginia, at their bid of \$26,248.50, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$28,873.35 chargeable to this Project. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the amount of \$1,000.00 be appropriated in full settlement of claim of J.E.Lane and Company on Project 113, Route 36, Alexandria-Fairfax and that they be advised that the Commission could not see their way clear to reinstate the 10¢ per square yard for surfacing which was voluntarily deducted from their price. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the claim of J.E.Lane and Company for damage in regards to delays on the Bridge over James River, Route 14, Project 48-D, be paid to the amount of \$3,409.60 as recommended by Mr. G. S. Mullen, Acting Commissioner. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the claim of W.L.McGray of Rocky Mount, N.C. for \$12.50 damage done his car by contact with one of the Commission's road machines be rejected. Motion carried.

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 1924 Waddy Co.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the claim of the Roanoke and Botetourt Telephone Company, for \$15.00 for cutting wires on the Lick Run Bridge, Route 142, be paid. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the request of Scott and Trinkle for an extension of time on their contract on Project 208, Route 11, Fawcett-Claypoole Hill to August 1st, 1924, be granted with the understanding that this work will be completed by this time. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the request of Sanderson and Parker, contractors on Project 76-AA, Route 10, Bridge over Buffalo Creek, for an extension of time of 60 days be granted. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the request of C.L. Eottell and Company for an extension of time on Project 94, Route 11, St. Paul-Coeburn, to August 31st, 1923, be granted with the exception that they will be charged \$10.00 per day for inspection. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the request of the Atlantic Bridge Company for an extension of time on Project 150, Route 39, Hampton Creek Bridge, be turned down and this extension be not granted. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the request of L.R. Colbert, for an extension of time on Project 202, Route 39, Louisa-west, to December 23, 1923, be granted with the exception that he be charged with the cost of inspection. Motion carried.

Book Show No. 857
and Waddy Co.

Moved by Mr. Sanders, seconded by Mr. Shirley, that the Commission have Mr. J. F. Hall, Attorney for the Commission, draw up a bill making a change in the condemnation law so that condemnation proceedings can be filed with the Clerk when the Court is in vacation. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the Commission accept an advancement under the Robertson Act from Wise County for grading and drainage of the entire Project 8-330, Route 11, Crane Nest-Fullers Gap, over and above the \$18,604.00 already agreed to be advanced under the terms of the usual agreement. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the Commission accept an advancement of \$579,000.00 under the Robertson Act from the Roanoke Highway Improvement Corporation, for the construction of Route 33, between Roanoke and Rocky Mount. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the Commission accept an advancement under the Robertson Act for improving the Streets through Smithfield, Route 10. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that at the request of the Chamber of Commerce, the Garden Club and the Staunton Chapter of the American Legion, that an engineer of the State Highway Commission be designated to go over the plans submitted for the boulevard leading into Staunton and report back to the Commission. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the

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 - 1911-1912 Co.

recommendations and report as prepared by the Commission be approved and signed and that the Chairman be authorized to turn same over to the Governor and when he has released it to distribute to the public. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the Board of Supervisors of Rockbridge County be notified that in accordance with law if their State Aid Money is not used within sixty days it will have to be redistributed. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the Chairman be authorized to get an option on the gravel land in Chesterfield County and make a thorough investigation of it and report back to the Commission the amount and quality of the gravel in this bank and approximately what it would cost to get same out. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the Commission accept the resignation of Mr. L. T. Richardson, as Traffic Officer, and notify Mr. Richardson that they are sorry he feels that he must resign. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the following traffic officers be appointed:

Governor E. Lee Trinkle,
 Colonel Parke Deam,
 Mr. E. O. Kines.

Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that Mr. T. L. Butler of Portsmouth be advised that due to no vacancies in his vicinity, the Commission were unable to appoint him a traffic officer as requested. Motion carried.

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of the Kelly Co.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that Mr. J. D. Reed be reinstated as traffic officer. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that Mr. J. B. Lucas be allowed to transfer permit previously granted him to erect a pole line to the Virginia Polytechnic Institute, Blacksburg, Virginia. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Massie, that the Commission recess for lunch. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the following permits be granted:

To lay a 2" pipe line along Route 13, Prince Edward County, requested by Mr. J. C. Brickert:

To lay an 8" sewer line across Route No. 10, Smyth County, requested by Mr. C. E. Bryant:

To construct a concrete entrance to the garage of Mr. Chas. A. Toone, on Route 21:

To construct a telephone line along Route 12, Henry County, requested by the Horsepasture Mutual Telephone Company:

To construct a concrete entrance to the garage of Mr. O. R. Sanders on on Route No. 10:

To erect a pole line along State Highway No. 33 between Lexington and Tom White's Farm, requested by the Rockbridge Motor company
Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the request of the Roanoke Railway and Electric Company to relieve them of paying the charge of 25¢ per pole per year called for in their permit be turned down. Motion carried.

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 1938 Waddy Co.

Moved by Mr. Sproul, seconded by Mr. Massie, that the request of the Salem Brick Company for a permit to construct a trestle track along State Highway No. 10, Roanoke County, for a distance of approximately 1800 feet, be denied and that the Commission suggests that this application be made for an aerial trestleway which the Commission will approve. Motion carried.

Moved by Mr. Fruxtun, seconded by Mr. Shirley, that inasmuch as the Commission, on recommendation of the Acting Commissioner, awarded the contract for removing the old structure and building and maintaining the temporary bridges during the construction of Project 320-ABC, Route 10, Bridges over Broad Creek, Thalia Arm and Lynn Haven River, to C.B. Cross Company, Inc, Norfolk, Va, on their informal bid of \$4100.00 thereby eliminating this item from the bid of Carpenter and Petrie, low bidder, amounting to \$6700.00 causing a protest from this firm, that they were entitled to this work at their bid, it is hereby ordered that an amount equal to the difference of the two bids be added to the contract price of Carpenter and Petrie. Motion carried.

Moved by Mr. Massie, seconded by Mr. Fruxtun, that the State will be willing to build the sidewalks on the bridge at Emporia provided the additional cost of constructing these sidewalks be borne by the town. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that the Chairman be authorized to notify the Board of Supervisors of Washington County that the State will be willing to construct a footway on the bridge over Holston River between Abingdon and Holston, pro-

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No. 10-7 Co.

vided the additional cost of this construction will be borne by them. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Truxtun, that the certified check for \$5,000.00 submitted by Hickiff on Project P-271B, Route 11, Claypoole-Rosedale, be cashed and that \$4,500.00 of same be returned to him and he be restored to good standing and allowed to bid on work in the future. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the Commission request the Legislature to eliminate the words Hampden Sidney in the description of Route 32. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the Commission at the time the next allocations are made will endeavor to set aside sufficient funds to reconstruct the road from the City limits of Alexandria west to the beginning of the concrete as per request of the Board of Supervisors of Fairfax County. Motion carried.

Whereas, the road leading from Covington, via Callaghan and Crow, west to the West Virginia Line having been advertised in accordance with law for a period of thirty days, and a public notice being given that objections to this location would have to be filed in writing in the office of the State Highway Commission on or before October 29th, 1923, at 12:00 o'clock noon; and whereas no objections were filed; It was moved by Mr. Sproul, seconded by Mr. Massie, that the Commission hereby declares the route so advertised to be an established State Highway in Alleghany County between the points designated and to be known as Route No. 14. Motion carried.

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and Waddy Co.

Whereas, the road leading from Oilville via Hadersville to a point near Gillispie's Shop and to connect with State Highway No. 32, hereafter to be established, near Zion, in the Counties of Goodland, Fluvanna, and Louisa, having been advertised in accordance with law for a period of thirty days, and a public notice being given that objections to this location would have to be filed in writing in the office of the State Highway Commission, on or before November 5th, 1923, at 12:00 o'clock noon, and whereas, no objections were filed: It was moved by Mr. Truxtun, seconded by Mr. Massie, that the Commission hereby declares the route so advertised to be an established State Highway in these Counties between the points designated and to be known as Route No. 321. Motion carried.

Whereas, the road leading from Abingdon via Greendale and Holston to Harmonville in the Counties of Washington and Russell, having been advertised in accordance with law for a period of thirty days, and a public notice being given that objections to this location would have to be filed in writing in the office of the State Highway Commission, on or before October 25th, 1923, at 12:00 o'clock noon, and whereas, no objections were filed: It was moved by Mr. Truxtun, seconded by Mr. Sanders, that the Commission hereby declares the route so advertised to be an established State Highway in these Counties between the points designated and to be known as Route No. 106. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the location of State Highway No. 12 between Courtland and Emporia be

Rock Street No. 47
and Waddy Co.

from Courtland to a point at or near Worrells Fork, thence in the direction of and parallel to the Southern Railway Tracks and on the south side thereof to Nuptoria. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the location between Lancaster and Farnham, Route No. 37, be adopted practically along the old line with certain corners out. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the Commission adopt the line from Grundy to a point at or near Hanger thence up the valley of Levisa Fork, Grassy Creek, and down Coal Creek to a point at or near Raven, thence to Claypole Hill to intersect Route No. 11. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Sproul, that the Chairman be authorized to advertise the location of Route No. 12 from Independence to at or near Troutdale thence down Comer's Creek to at or near Rock Spring Church and thence to Cedarville where it intersects Route No. 10. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Massie, that the Chairman be authorized to advertise the location of Route No. 10 between Bristol and Route No. 11. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Sproul, that the road leading from Luray to Hixton, Route 212, shall run from Luray along the eastern side of the N&W Railway Company's tracks to a point at or near Stanley, thence in a westerly direction to a point at or near Newport, thence continuing in a southerly direction, re-crossing the river and paralleling the N&W Railway Company's tracks

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of Waddy Co.

On the next to a point near Shenandoah where it crosses to the east side passing through the town of Shenandoah and continuing along the east side of the Shenandoah River to Elkton. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the Commission adopt the line leading from Pearisburg to Harrow, thence down the north side of the river to at or near Rich Creek, thence to the West Virginia Line near Glenlyn, thence to connect with West Virginia State Highway No. 29 and to be known as Virginia State Highway No. 23. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sproul, that the Commission adopt the line starting at a point to the south of Palmyra and running thence in a northerly direction and passing to the west of Palmyra, crossing the river and continuing in a generally north direction to a point near Troy, thence continuing in the same direction to near Mechanicsville and thence northerly to Gordonsville. Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that the location of Route No. 37 from Westland to Farnham, in the Counties of Lancaster and Richmond, be from Westland to a point near Pittman's Corner, thence near Kilmorach, Lancaster, near Huttsville to Point Isabelle, thence to Farnham. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the Chairman appoint a committee consisting of Mr. Massie and Mr. Sanders to investigate the property belonging to the State adjacent to the Mary Baldwin College and report back to the Commission as to

its value. Motion carried.

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A delegation from Wise County appeared before the Commission in regards to the road from Horton, west. They requested that the Commission keep the road passable not only through the winter but permanently. They felt that the contractor was incompetent and should not have been awarded the contract.

Mr. Shirley advised this delegation that the five banks with which the Commission had agreements to advance \$44,500.00 for the construction of this road had failed to deposit this money to the credit of the Commission, and therefore, the Commission having already expended their appropriation, had no further money with which to continue this work and had given instructions that it be closed down. The delegation stated they would immediately investigate this and see why the banks had failed to comply with the agreements and were told that if this money was advanced immediately the road would be shaped up and work would continue as long as the weather would permit.

A delegation from Nelson County appeared before the Commission and requested that the convict camp now working on the section of route 18 between Afton and Lovington be continued. They were advised that as there had been a petition filed requesting a rehearing on the location of this road, instructions had been given to move the camp to Route No. 28, but that if this petition would be withdrawn the convict camp would be continued on Route 18. The delegation was further advised that it was the opinion of the Commission that if this petition was withdrawn it would be its policy

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and Wadley Co.

to add the spur to Nellysford under the 2½% Clause of the law. The delegation said they would try and get this petition withdrawn and would advise the Chairman within a week as to results and he agreed to hold the convict camp for that period.

The question of the agreement with the Tappahannock Bridge Company was taken up and after consultation with Mr. J. F. Hall, Counsel, who advised that the State Highway Commission could not enter into any agreement to take over a bridge or ferry at a future date and that it would be impossible to draw a contract which would be binding on any future Commission that would be legal. It was the sense of the Commission, nevertheless, that some arrangement should be made whereby the interest of the State can be protected and that option be secured from the bridge or ferry company under which the Commission could at some future date take over the bridge or ferry at a stipulated price. It is the desire of the Commission to assist those who wish to build such bridges or establish ferries as far as they legally can, so that the people who would be served by such structures or ferries would have the use of the same previous to the State having funds for their construction or purchase.

It was moved by Mr. Sproul, seconded by Mr. Truxtun, that the Chairman be authorized to take up with the various companies and with the Counsel of the Commission and work out some form of option that would be legal and binding on the various companies who are operating such utilities to sell to the State at some future date at a fixed price and to do no construction work

Not Held in 1923
and Waddy Co.

on the roads leading up to such points until said options have been secured. Motion carried.

There being no further business before the Commission the meeting adjourned.

DECEMBER 12, 1923.

On the morning of the 12th, the Commission consisting of Messrs. H. G. Shirley, Wade H. Massie, I. Walke Truxtun and R. K. Sanders, assembled at their office and the meeting was called to order by the Chairman.

A delegation from Hopewell, Petersburg, and Prince George County appeared before the Commission, consisting of Messrs. McGotter, Harrison, Temple, Black, and Hollenga, and requested that the section of concrete road leading from Hopewell to Petersburg be taken into the State System under the 2½% Clause. They stated that this road passed through the Government reservation which was nontaxable land and that as there had recently been an annexation to both Petersburg and Hopewell, taking from Prince George County the largest tax paying sections, but very little road mileage, the County was unable to properly maintain this road and under the heavy traffic it carried was rapidly going to pieces. They stated that this was a very important road to both Petersburg and Hopewell as it was the only connection between these cities.

This delegation was advised that the Commission would give serious consideration to their request when the distribution of the mileage under the 2½% Clause was made.

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 the Shelby Co.

A delegation from Mecklenburg and Lunenburg Counties consisting of Messrs. Waddill, Stables, Gee, and Reives, appeared before the Commission and requested that the section of road leading from either Burkeville or Crews to Chase City, be added to the State Highway System under the 2½% Clause. They stated that Richmond was the natural trading point and this would give them an all year around road. They were advised that the Commission would give this section of road consideration when the distribution of the mileage available under the 2½% Clause was made.

At 10:00 A.M. the Commission proceeded to the Hearing Room and gave a public rehearing on the location of Route No. 21 between Massie's Corner and Warrenton which lasted until 12:00 o'clock noon, after which they proceeded with other business.

A delegation from Russell County headed by Mr. Wilson and Mr. Quillen, appeared before the Commission in regards to the location of Route No. 11 between St. Paul and Cosburn. They requested that the Commission not carry the decision of the lower Court to the higher Court but accept its decision.

The Commission then recessed for lunch.

The Commission reassembled at 2:00 P.M. and there appeared before them representatives from the Barber Asphalt Association, The Texas Company, The Asphalt Association, The Barrett Company, The United Gas and Contracting Company and The American Tar Company and discussed the advisability of the contractor writing in the proposal sheet the kind of asphalt or tar on which he was bidding. After a thorough discussion it was Moved by Mr. Shirley, seconded

W. L. Egan, Jr., M. P.
 and Waddy Co.

by Mr. Landers, that the Commission change their proposal sheets, allowing the bidders to bid on one or all types specified, with the understanding that no officer, agent or employee of any asphalt or tar company shall approach the Commission, or any employee thereof, or any person or persons and request them to approach the Commission and ask that the bid be awarded to other than the low bidder on the types given, and it was further agreed and understood that if any officer, agent, or employee of said companies, is found guilty of violating this agreement, that the material which he represents will be debarred from State and State Aid construction in this State and that these specifications will hold in effect until the Standard Specifications adopted by the American Association of State Highway Officials are issued. Motion carried.

The Board of Supervisors from Arlington County then appeared before the Commission and requested that the road leading from Alexandria by Cherrydale to connect with the Richmond-Washington Highway, known as the Glebe Road, a distance of approximately 10 miles, be added to the State Highway System under the 2½% Clause. They were advised their request would be given due consideration when the distribution under this Clause was made.

A large delegation from Charlottesville, Fork Union, Cumberland, Fluvanna, and Buckingham Counties appeared before the Commission and requested them to add to the State Highway System the section of road leading from Fork Union by Cohasset to the Scottsville Road, a distance of about fifteen miles. They stated that this would be of great benefit to the whole State as well as

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of local value, as it would give a good road north and south through the State, and leads within a short distance of Monticello which will be the second show place in Virginia, next to Mount Vernon. By the addition of this small mileage it would give the use of twenty miles of improved road. They were advised that the Commission realized that this was a very important road and would give it every consideration when the distribution of mileage was made.

Senator Jeffries and Colonel Wall and Mr. Carver, appeared before the Commission and requested that the section of Route No. 31 from the Nottoway River in Brunswick County to South Hill be reinstated into the State Highway System. This section of road was dropped from the System and the section by Lawrenceville adopted, which caused traffic to go twelve miles farther in going from Richmond to South Hill. They stated that this was one of the heaviest travelled roads in the State and according to an estimate forty thousand automobiles passed over this road during the last ninety days. They were advised that this would be given serious consideration, as the Bureau of Public Roads had requested this piece of road to be re-established, so it could be adopted as a Primary Federal Aid Highway, and the route via Lawrenceville would not be approved.


Moved by Mr. Truxtun, seconded by Mr. Sanders, that because the Bureau of Public Roads refused to approve the present location of Route No. 31 from the Nottoway River to Route No. 12 and request the re-establishment of the section leading from the

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re: Waddy Co.

Mattoway River to South Hill, in Brunswick County, Route 31, which was dropped from the System, it is hereby ordered that the Chairman be directed to include the re-establishment of this section of road in the recommendation made to the Governor as provided by law. Motion carried.

There being no further business, the meeting adjourned.

APPROVED:



Chairman.

ATTESTED:



Secretary.